

Appendix A: Airport Capital Program Eligible Project Examples

Through the Airport Capital Program, the Virginia Department of Aviation offers funding for various development projects for airports. This appendix provides details on the most common types of eligible projects. Sponsors should contact DOAV regarding the eligibility of other projects.

Type of Project	Section
aircraft removal systems	A.19
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relocation of facilities	A.10
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snow and ice removal equipment	A.14
training and related materials for FAR Part 139 and TSAR	A.21
utility systems	A.9

	Type of Project	Explanation
A.1	airport planning, environmental, and land use studies	<p>Eligible airport planning, environmental, and land use studies for the purpose of future planning and investigating environmental impacts include but are not limited to:</p> <ul style="list-style-type: none"> • airport master plans and updates • airport layout plans and updates • regional system planning studies • airport feasibility and site selection studies • terminal building conceptual studies • terminal area plans • airport property maps (Exhibit A) • environmental assessments (EA) • environmental impact statements (EIS) • FAR Part 150 noise studies • FAR Part 106 architectural, archeological, and cultural resources surveys • land use plans • airport access studies • drainage studies • storm water pollution prevention plans (SWPPP) • spill prevention plans (SPCC) • oil discharge contingency plans (ODC) • wildlife studies • wildlife mitigation measures
A.2	environmental compliance and mitigation projects	<p>The construction of facilities and the purchase of equipment needed to comply with Virginia Department of Environmental Quality (DEQ) and Environmental Protection Agency (EPA) regulations, as well as Best Management Practices as determined as reasonable by DOAV, are eligible.</p> <p>Eligible environmental projects include but are not limited to:</p> <ul style="list-style-type: none"> • wash racks • oil and water separators • deicing fluid containment and treatment systems and equipment

	Type of Project	Explanation
A.3	land acquisition	<p>Land acquisition may be made by fee simple purchase or easement, depending on the interest required. Easement interest may be sufficient for land in the transitional surfaces or land extending a short distance beyond the RPZ. Acquisition may also take the form of a donation, an exchange, or eminent domain (condemnation). In all cases, land must be acquired in accordance with the <i>Code of Virginia</i> and the federal <i>Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970</i>, as amended.</p> <p>Land acquisition for the following safety areas and uses is eligible:</p> <ul style="list-style-type: none"> • airport facilities • approach, runway protection, and transitional surfaces in accordance with FAR Part 77 and <i>Virginia Aviation Regulations</i> 24 VAC 5-20-140 • airport ground access to the nearest public highway • environmental protection and mitigation • approach lighting systems <p>For land acquisition to be eligible for Airport Capital Program funds:</p> <ul style="list-style-type: none"> • the land to be acquired must be shown on the approved airport layout plan as being required for airport property • the sponsor is required to obtain an appraisal, and a review appraisal must be made to qualify the original appraisal • just compensation and/or any relocation expenses must be paid to the property owner <p>Reimbursable costs for land acquisition and land acquisition services include:</p> <ul style="list-style-type: none"> • appraisal costs • costs for environmental due diligence audits • legal costs • court costs and attorney fees in condemnation cases <p>Privately-owned, public-use airports must be designated in <i>VATSP</i> and <i>NPIAS</i> as a reliever airport in order for land acquisition to be an eligible project. The purchase of land for airport expansion is not an eligible project for local service airports.</p> <p>Land acquisition differs from other eligible items as land value will generally increase over time. For this reason, the assurances which are part of the grant agreement apply in perpetuity instead of being limited to 20 years like assurances for planning or construction projects. Land which had been acquired with state funds and is no longer required for future airport development may be disposed in accordance with state and federal laws and regulations, as applicable. If a sponsor disposes of land acquired using state funds and the sponsor receives a payment from the disposal, the sponsor must reimburse the state with a percentage of the selling price. That percentage must match the state's participation rate in the grant agreement for the land acquisition.</p>

	Type of Project	Explanation
A.4	engineering projects	<p>Eligible airport engineering projects include but are not limited to:</p> <ul style="list-style-type: none"> • preliminary engineering <ul style="list-style-type: none"> ◦ land surveys ◦ geotechnical surveys • engineering design • obstruction analysis • construction <p>The provision or conversion of drawings and documents to a GIS format as part of another project, such as a design project or ALP update, is also eligible. The GIS format must be in accordance with DOAV approved standards.</p>
A.5	grading, paving, pavement rehabilitation, and drainage	<p>Grading, paving, pavement rehabilitation, and drainage projects that support public-use, non-revenue producing facilities located on airport property are eligible. Hangar site preparation is the exception to the non-revenue producing facility criteria, as noted in section A.6 hangar site preparation.</p> <p>Examples of eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> • runways • public-use taxiways and taxilanes • public aprons • public tie-down areas • aprons for clear span hangars that will be owned and maintained by the sponsor • automobile parking that is not revenue producing • public access roads on airport property as described in Appendix C Access Roads • airfield perimeter roads as described in Appendix C Access Roads • taxiways serving T-hangars • public-use taxiways serving industrial parks where: <ul style="list-style-type: none"> ◦ industrial parks are established or proposed ◦ industrial parks are included in the local jurisdiction's approved comprehensive land use plan ◦ the land on which the taxiway is to be construct must be dedicated as airport property ◦ state funding participation cannot exceed a third of the eligible project's cost • pavement overlays and rehabilitation where a determination is made of a strength deficiency, an unsafe condition, or a requirement to preserve a facility which would otherwise develop into an unsafe or unusable public facility • pavement grooving when justified

	Type of Project	Explanation
A.6	hangar site preparation	<p>Design and construction projects for hangar site preparation are eligible under the following conditions:</p> <ul style="list-style-type: none"> • a T-hangar will be owned by the sponsor and leased to individual aircraft owners for aircraft storage by the sponsor for a fixed term on a non-discriminatory basis • a clear span hangar will be owned by the sponsor and leased to a single or multiple tenants for aircraft storage by the sponsor for a fixed term on a non-discriminatory basis • a hangar for public use will be constructed by a private party on airport property where all the following are met: <ul style="list-style-type: none"> ○ the sponsor advertises the availability of the property through the Request for Proposal process in accordance with the <i>Virginia Public Procurement Act</i> ○ the property is the subject of a fixed term lease ○ the hangar will become the property of the sponsor at the end of the lease ○ the lease is approved by DOAV prior to the execution of a grant agreement in accordance with <i>Code of Virginia</i> §5.1-40 <p>Hangars are to be used for aircraft storage only and shall not be used as a site to conduct a private business or as an area for non-aeronautical purposes. If at any time during the 20 years of the grant term the sponsor elects to convert aircraft storage space to a revenue producing use or for storage of items other than aircraft, the sponsor must reimburse the state for the usage change at a prorated share.</p> <p>Hangar site preparation includes:</p> <ul style="list-style-type: none"> • grading • drainage • paving for public access and parking on both air and land sides <p>Site work will be guided by local building codes and subject to approval by DOAV.</p> <p>Projects that are not eligible include:</p> <ul style="list-style-type: none"> • site preparation for a hangar that will have exclusive, permanent proprietary use • specialty items associated with identification and beautification such as signage and shrubbery • construction of a hangar building <p>If an airport sponsor chooses to use its federal non-primary entitlement funds to construct a hangar, the state will only participate in the hangar site preparation.</p>

	Type of Project	Explanation								
A.7	fueling systems	<p>The removal of old fueling systems and the construction or installation of new systems are eligible as described below. The VAB has placed a lifetime limit of \$125,000 in state funds per airport for all of an airport's fueling system projects.</p> <p>For the removal of an old fueling system, the state's funding participation is 80 percent of all costs associated with the closure and removal of a non-complying system. The prerequisites for this type of project are that:</p> <ul style="list-style-type: none">the old system is owned by the sponsorthe old system does not comply with EPA requirements <p>For the construction or installation of a new fueling system, the state's funding participation in the total project cost is based on the fuel flowage for the 12 months prior to the project request as follows:</p> <table><tr><th>Fuel Flowage (gals)</th><th>State Participation</th></tr><tr><td>≤ 75,000</td><td>2/3</td></tr><tr><td>75,001 – 150,000</td><td>1/2</td></tr><tr><td>>150,000</td><td>1/3</td></tr></table> <p>The prerequisites for this type of project are that:</p> <ul style="list-style-type: none">the new system will be owned by the sponsorthe new system will comply with EPA requirementsthe non-complying system must be removed before construction or installation of the new system, as mandated by the DEQ <p>DEQ may have funds available to assist with the removal of non-complying systems.</p>	Fuel Flowage (gals)	State Participation	≤ 75,000	2/3	75,001 – 150,000	1/2	>150,000	1/3
Fuel Flowage (gals)	State Participation									
≤ 75,000	2/3									
75,001 – 150,000	1/2									
>150,000	1/3									

	Type of Project	Explanation
A.8	maintenance equipment storage buildings	<p>For the design and construction costs of a basic storage building for the protection of airport maintenance equipment, the state's participation is 80 percent for up to 1,250 square feet of eligible building space and 50 percent for footage exceeding 1,250 square feet. The maximum eligible project cost shall not exceed \$50 per square foot. Sponsors would be responsible for all costs exceeding \$50 per square foot. DOAV will evaluate design plans to determine square footage needs and state participation.</p> <p>Private areas, such as office space and restrooms, are not eligible for state participation. The costs for designing and constructing utility systems to service the storage building are not eligible for state funding.</p> <p>If at any time during the 20 years of the grant term the sponsor elects to convert storage space to other uses, the sponsor must reimburse the state for the usage change at a prorated share.</p>
A.9	utility systems	<p>The design and construction of utility systems that serve eligible public-use facilities within the contiguous airport property boundary are eligible for Airport Capital Program funding. These utilities include electricity, water, sewer, and communications. The cost of utility systems serving both public and non-public spaces will be prorated on the basis of the percentage of the public space to the total building area. Utility systems serving F&E systems will be funded in accordance with the F&E program.</p> <p>Emergency generators that provide auxiliary power for airside lighting and navigational aids at air carrier and reliever airports are eligible. The acceptable size and output of this equipment will be based on reasonable and necessary operational requirements.</p>
A.10	relocation of facilities	<p>The relocation of a facility is eligible when a facility:</p> <ul style="list-style-type: none"> • creates an obstruction to navigable airspace in accordance with FAR Part 77, <i>Virginia Aviation Regulations</i> 24 VAC 5-20-140, or <i>FAA Advisory Circular 150/5300-13</i> • interferes with approved development • is or will be impacted by development • is or will be used in a manner not consistent with airport operations or minimum standards <p>The demolition of facilities on airport property that are not required for aeronautical purposes is also eligible for state funding.</p>

	Type of Project	Explanation
A.11	facility and equipment, security, and maintenance projects	<p>When funds are not available under the Facilities and Equipment Program, the Voluntary Security Program, or the Maintenance Program or when a sponsor has reached the \$100,000 fiscal year limit for maintenance allocations per airport, a sponsor may submit project requests under the Airport Capital Program for consideration by the Virginia Aviation Board. The projects must meet the eligibility requirements of the appropriate program, and the required supporting documents for the Airport Capital Program must be provided as part of the project request submission.</p> <p>In such a case for a Part 139 airport, if the Virginia Aviation Board specifically approves the use of state entitlement funds for proposed facilities and equipment projects, a sponsor will not be subject to the fiscal year approval restriction and reimbursement requirement described in 3.1.1.3 Air Carrier Utilization of State Entitlement and Discretionary Funds.</p>
A.12	clearing and grubbing	<p>Clearing and grubbing of airport property are eligible under the Airport Capital Program.</p> <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> • airport facility construction • obstruction removal in accordance with FAR Part 77, <i>Virginia Aviation Regulations</i> 24 VAC 5-20-140, or <i>FAA Advisory Circular 150/5300-13</i>

	Type of Project	Explanation
A.13	obstruction removal	<p>An obstruction removal project to bring an airport into compliance with FAR Part 77, <i>Virginia Aviation Regulations</i> 24 VAC 5-20-140, or <i>FAA Advisory Circular 150/5300-13</i> is eligible.</p> <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> • cutting trees • dismantling an abandoned tower <p>When federal funding will be used for an obstruction removal project, the state will participate at the prevailing rate for federally funded projects. When federal funding will not be used for an obstruction removal project, an airport sponsor needs to use the balance of the sponsor's fiscal year maintenance allocation up to \$100,000 for the obstruction removal. If the cost of the project exceeds that balance, the sponsor will need to apply to the VAB for Airport Capital Program funds for the state's participation in the remainder of the project. Obstruction removal projects will be considered as regular maintenance projects, and the state's participation rate will be 80 percent. These state rates apply regardless of the funding program utilized.</p> <p>When the sponsor owns the property, DOAV will reimburse the sponsor one time to remove the trees. DOAV encourages the sponsor to clear and grub the area to a condition suitable for mowing. The state's participation rate will be 80 percent.</p> <p>When the sponsor's aviation easement or agreement only permits the topping of trees, DOAV will reimburse the sponsor to cut the trees on an as needed basis in accordance with easements and agreements. The state's participation rate will be 80 percent.</p> <p>When the sponsor's aviation easement permits the sponsor to clear cut the trees to ground level, DOAV will reimburse the sponsor one time to cut the trees. DOAV encourages the sponsor to clear and grub the area to a condition suitable for mowing if the aviation easement so permits. The state's participation rate will be 80 percent.</p> <p>Sponsors of FAR Part 139 airports may use state entitlement funds for obstruction removal projects. If a sponsor uses state entitlement funds for an obstruction removal project, the sponsor will not be subject to the fiscal year approval restriction and reimbursement requirement described in 3.1.1.3 Air Carrier Utilization of State Entitlement and Discretionary Funds. Sponsors of FAR Part 139 airports can request state discretionary funding for obstruction removal when the sponsor has exceeded the sponsor's fiscal year maintenance allocation of \$100,000 or maintenance funds are not available for such projects.</p>

	Type of Project	Explanation
A.14	snow and ice removal equipment	<p>The purchase of equipment for snow and ice removal and treatment is eligible for FAR Part 139 airports, in accordance with their approved snow removal equipment plans as they relate to meeting federal certification requirements of FAR Part 139. FAR Part 139 projects eligible for state participation are those directly related to meeting safety and performance standards established by FAR Part 139.</p> <p>The purchase of equipment for snow and ice removal and treatment that exceeds a FAR Part 139 airport's snow removal equipment plan and is appropriate for the size and location of the airport is eligible as an entitlement only project.</p> <p>Aircraft deicing equipment is not eligible for any state funding.</p> <p>The purchase of certain equipment attachments for snow removal at airports without commercial service is eligible under the Maintenance Program.</p>
A.15	airport rescue and fire fighting equipment and related safety equipment	<p>Sponsors of FAR Part 139 airports may use Airport Capital Program funds to purchase airport rescue and fire fighting (ARFF) and safety equipment related to compliance with FAR Part 139. FAR Part 139 projects eligible for state participation are those directly related to meeting safety and performance standards established by FAR Part 139.</p> <p>Eligible equipment includes but is not limited to:</p> <ul style="list-style-type: none"> • large equipment such as ARFF trucks • turn out gear • self contained breathing apparatus • trailer to transport additional foam materials <p>The construction of ARFF simulator facilities and the provision of their related equipment, such as simulator pad, airfield access, and propane, needed to conduct FAR Part 139 training using the state simulator are eligible as entitlement only projects.</p> <p>The purchase of 150-pound fire extinguishers for use on aircraft parking aprons at any public-use airport is eligible for state funding.</p>
A.16	airport rescue and fire fighting buildings	<p>Airport Capital Program funds may be used for the construction of airport rescue and fire fighting (ARFF) buildings related to compliance with FAR Part 139. FAR Part 139 projects eligible for state participation are those directly related to meeting safety and performance standards established by FAR Part 139.</p> <p>The installation of airfield hydrant systems for recharging ARFF vehicles is an eligible project.</p>

	Type of Project	Explanation
A.17	airport security facilities, systems, and equipment for FAR Part 139 airports	<p>For Part 139 airports, the construction of facilities and the purchase of systems and equipment that are directly related to meeting safety and performance standards established by TSAR are eligible.</p> <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> • security fencing and gates • access control systems • CCTV systems • perimeter lighting • security checkpoints • in-line EDS baggage systems • terminal building modifications to provide for the screening of people and baggage • terminal explosion and intrusion reinforcement and protection • glass treatment to reduce blast damage and injury • blast studies • vehicle inspection facilities • fingerprinting and badging stations • firearms and body armor for law enforcement officers employed by the airport <p>The purchase of firearms and body armor for law enforcement officers is eligible as entitlement only projects.</p>
A.18	compliance manuals for FAR Part 139 and TSAR 1542	<p>The development and revision of manuals needed for compliance with FAR Part 139 and TSAR 1542 are eligible projects. FAR Part 139 projects eligible for state participation are those directly related to meeting safety and performance standards established by FAR Part 139.</p> <p>Eligible manuals include but are not limited to:</p> <ul style="list-style-type: none"> • certification manuals which contain emergency plans • security plans and programs
A.19	aircraft removal systems	Aircraft removal systems at FAR Part 139 airports are eligible. State entitlement funds are the only state funding source that can be used to fund aircraft removal systems. Sponsors should seek funding from other sources, such as the Federal Aviation Administration, prior to using state entitlement funds for these systems. FAR Part 139 projects eligible for state participation are those directly related to meeting safety and performance standards established by FAR Part 139.
A.20	debt service retirement	Sponsors of FAR Part 139 airports may use state entitlement funds for debt service retirement for state eligible project costs. State discretionary funds cannot be used for debt service retirement. The state's participation rate is based on the rate appropriate to the subject project.

	Type of Project	Explanation
A.21	training and related materials for FAR Part 139 and TSAR 1542	<p>Sponsors of FAR Part 139 airports may use state entitlement funds only to procure equipment, videos, and consultant services used to meet FAR Part 139 and TSAR 1542 training requirements. FAR Part 139 projects eligible for state participation are those directly related to meeting safety and performance standards established by FAR Part 139.</p> <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> • interactive training equipment • interactive training media • use of training consultants and facilitators <p>This type of project will receive no project merit points when evaluated for project priority scoring as noted in 3.1.1.3.1 Entitlement Only Projects.</p>
A.22	facilities and equipment for FAR Part 139 airports	<p>Sponsors of FAR Part 139 airports may use state entitlement funds for all projects eligible under the Facilities and Equipment Program.</p> <p>If sponsors use state entitlement funds for facilities and equipment projects, the sponsor shall not be eligible to receive approval for any funding from the Facilities and Equipment Program during the fiscal year in which the state entitlement funds are spent. If it is determined during the review of an entitlement utilization report that a sponsor used entitlement funds for facilities and equipment projects and also used Facilities and Equipment Program funds for other eligible projects, the sponsor must reimburse the state for the Facilities and Equipment Program grants or allocations approved within that fiscal year.</p>

	Type of Project	Explanation
A.23	maintenance of facilities for FAR Part 139 airports	<p>Sponsors of FAR Part 139 airports may use state entitlement funds for all projects eligible under the Maintenance Program.</p> <p>Sponsors of FAR Part 139 airports may use state entitlement funds only to secure maintenance contracts and repairs related to systems and equipment. Eligible systems and equipment include but are not limited to:</p> <ul style="list-style-type: none"> • elevators • escalators • security access systems • CCTV systems • terminal HVAC systems • systems not generally maintained by airport personnel <p>Multi-year maintenance contracts would need to be programmed for each year of the contract.</p> <p>If sponsors use state entitlement funds for maintenance projects or contracts, the sponsor shall not be eligible to receive approval for any funding from the Maintenance Program during the fiscal year in which the state entitlement funds are spent, except as otherwise described in 6.7.5 Facilities and Equipment, Security, and Maintenance Requests; 9.2.4 Utilization of Airport Capital Program Funds and 9.2.5 Utilization of State Entitlement Funds from the chapter on the Maintenance Program; Appendix A section A.11 facility and equipment, security, and maintenance project requests; and Appendix A section A.14 obstruction removal. If it is determined during the review of an entitlement utilization report that a sponsor used entitlement funds for eligible maintenance projects and also used Maintenance Program funds for other eligible projects, the sponsor must reimburse the state for the Maintenance Program grants or allocations approved within that fiscal year.</p> <p>These projects will receive no project merit points when evaluated for project priority scoring as noted in 3.1.1.3.1 Entitlement Only Projects.</p>

	Type of Project	Explanation
A.24	maintenance equipment purchases for FAR Part 139 airports	<p>Sponsors of FAR Part 139 airports may use state entitlement funds to purchase maintenance equipment related to compliance with FAR Part 139 or to the safety and security of the airport. FAR Part 139 projects eligible for state participation are those directly related to meeting safety and performance standards established by FAR Part 139. All of the equipment eligible under the Maintenance Program may be purchased with state entitlement funds. The dollar limits and associated time period, described in 9.2 State Participation and 9.2.2 Purchase of Maintenance Equipment, do not apply to this type of purchase. In addition, the state's participation rate is 80 percent for this type of purchase.</p> <p>Other types of eligible maintenance equipment include but are not limited to:</p> <ul style="list-style-type: none"> • crack sealing equipment • large embankment mowers • lifts • bucket trucks • FOD collectors • runway sweepers • friction testers • airfield rubber and paint removal equipment <p>If sponsors use state entitlement funds for the purchase of maintenance equipment, the sponsor shall not be eligible to receive approval for any funding from the Maintenance Program during the fiscal year in which the state entitlement funds are spent. If it is determined during the review of an entitlement utilization report that a sponsor used entitlement funds for the purchase of maintenance equipment and also used Maintenance Program funds for other eligible projects, the sponsor must reimburse the state for the Maintenance Program grants or allocations approved within that fiscal year.</p>